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HONGKONG, THURSDAY, MAY 5th, 1910.

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[a34-1]

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Hongkong, 27th January, 1910. [364]

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Hongkong, 21st September, 1905. [432]

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12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
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RADECKER & Co.
Hongkong, 1st May, 1910. [387]

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No. 24, Queen's Road Central, to MR. LO YIP
SHING. Notice is hereby given that my
Responsibility in the said Firm CEASES as
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LO YOK KEE.
Hongkong, 4th May, 1910. [594]

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GENERAL ASSISTANT Wanted for
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Care of "Daily Press" Office.
Hongkong, 2nd May, 1910. [592]

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FAC-SIMILE OF A LETTER from
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Sims, 13th January, 1909.
From:
MAJOR-GENERAL R. H. MAHON, C.B.R.A.,
Director General of Ordnance in India,
To: MESSRS. COOPER & Co.,
355, Abdul Rahman Street, Bombay.
Gentlemen,
With reference to your letter dated 17th
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of WHITE ANTS has been established.
Yours faithfully,
L. G. WATKINS, Lt.-Col. R.A.,
for Director General of Ordnance in India.
SIEMSEN & Co., Sole Agents.
Hongkong, 29th April, 1910. [1454]

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TELEGRAPHIC ADDRESS "COMFORT,"
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Hongkong, 16th April, 1910. [a542]

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"Braeside," 20, Macdonnell Road,
Hongkong, 4th December, 1907. [a36]

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[a213] THE MANAGER.

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[a1623]

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All letters for publication should be written on one side of paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.

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DEATHS.

On the 4th inst., at his residence, Conduit Road, Thomas L. Rose, aged 59 years. [501]
On Thursday, April 27th, at the General Hospital, Shanghai, CROIXO BERNARDO PEREIRA COLLAÇO, aged 37 years.

HONGKONG OFFICE: 10A, DES VUEZ ROAD G.
LONDON OFFICE: 131, FLEET STREET, EC.

The Daily Press.

HONGKONG, MAY 3RD, 1910.

The oppressive gloomy silence that portends a storm describes the present state of affairs in British politics. The Veto Resolutions, restricting the powers of the House of Lords, having passed through the House of Commons, were sent to the Upper Chamber more than a week ago, but the exciting events which were expected to ensue have not yet happened. There is a strange inexplicable silence. It may be that the House of Lords, with a full sense of its responsibilities, is determined not to unduly force the issues which will soon have to be decided, and being already pledged to its own reform, it will have some regard to the consequences of whatever course it follows with regard to the Veto resolutions. At any rate, whatever happens in the immediate future is fraught with importance for the British constitution and for generations yet unborn, and not unnaturally we, even in far distant Hongkong, cannot help feeling more than ordinary interest in the present political situation and anticipating, perhaps with misgivings, perhaps with hope, the outcome of the attack on our governmental institutions. It will be remembered that the rank and file of the Liberal party believed before the last General Election that the Prime Minister had obtained certain guarantees

from the King and how intense the disappointment was when Mr. Asquith disillusioned his followers. Even yet there are hopeful people who gather from certain phrases used by the right honourable gentleman and by his colleagues, Mr. CHURCHILL, that the Cabinet have made up their minds to go to His Majesty and ask for guarantees after the rejection of the Veto Resolutions by the Lords. But it is pointed out by Liberal writers that there is nothing in the phrases used by either which bind the Cabinet. Mr. CHURCHILL has been no more specific than to declare, "It has now become necessary that the Crown and the Commons, acting together, should restore the balance of the constitution, and restrict for ever the veto of the House of Lords," a statement which goes to show that some action beyond the region of the House of Lords is contemplated. Such a course has been expected, and Liberals readily admit that if another General Election is held without any approach being made to the Crown their party will be in no better condition after it than they are at present. Indeed, they may be in a much worse condition. Should their numbers be reduced, as is not unlikely, they will find it more difficult to approach the Crown, and their prospect of obtaining a favourable answer will be very much diminished. It is argued then, in Liberal organs, that it should not be impossible to reach a general understanding between the Irish and the Liberal parties and for the Cabinet to declare unhesitatingly that they do not propose to put the country to the mockery of a second General Election without giving the King a chance of using his great authority to save the country from the prolongation of a crisis which is damaging to its prosperity and seriously embarrassing to its prestige both at home and abroad.

A contributor to a London newspaper, in the course of an illuminating article betraying Liberal sympathies, points out the differences between "assurance" and "guarantee." An "assurance," he says, as understood in the 1832 crisis, is a promise from the Crown of general support in a policy, whereas "guarantee" is the actual creation of peers to carry out that policy. "It would not," he continues, "be reasonable to suggest that the Prime Minister should advise the King to proceed immediately to the creation of peers as the result of the rejection of the Veto Resolution. Take it even that such advice were accepted. Those peers might be created; but they might themselves actually revolt against the provisions of an actual Veto Bill which afterwards came up for their consideration. It is essential that if any extensive creation is to take place that creation must be final, and must be absolutely effective for the purpose required. The proper moment, therefore, for asking for guarantees would seem to be not on the Resolutions but on the actual defeat of a Veto Bill by the Lords." This would mean that on the Resolutions being rejected by the Lords the Premier should ask for an "assurance" in support of his general policy, and in due course, when the Lords had also voted against the Veto Bill, the King should be asked for "guarantees." Of course, if the Sovereign did not see his way to grant either he would have before him the alternative of sending for Mr. Balfour who would have the task of carrying on the King's Government, either with the present House of Commons or without it. But if the King did give that assurance, then Mr. Asquith would be able to go on. Such is the situation. It is plainly stated, but how the difficulties with which it bristles are to be overcome is not very apparent in the present temper of the Liberal party. Considerable anxiety is expressed at the prospect of calling upon the King to descend from his sphere of lofty impartiality and enter the arena of party politics and, while we deplore it we at the same time find ourselves in agreement with this Liberal writer who states that, "this modern task-world requires that institutions which are to be preserved must have their use; and the practical work that the King has done for this country in foreign affairs has been his chief claim to his present great popularity. If he can repeat that performance in domestic affairs he will acquire corresponding credit for his dynasty." And so say we. That he will act with tact and diplomacy in a difficult situation is to state the obvious, and it seems to us that the issue may very properly be left in his hands.

Mr. P. H. N. Jones, who has been appointed Director of Public Works on the Gold Coast, left yesterday for home.
A Chinese boy, fifteen years of age, was at the Magistracy yesterday sentenced to seven days' imprisonment and ten strokes of the birch by Mr. Wood for stealing an umbrella from a native in Queen's Road Central.

The Penang Municipal Commissioners have decided to tax refreshment on the Colony or F.M.S. which have not paid.

At the Magistracy yesterday Mr. J. R. Wood fined two coolies \$5 apiece for unlawfully removing stone from Crown land at the Peak.

The cruiser, *Andromeda*, Capt. E. V. J. J. de Hill, has arrived at Plymouth with the paid-off crew of the *Monmouth*, of the China Squadron.

His Excellency Wu Ting Fang, the late Chinese Ambassador to Washington, arrived in Hongkong yesterday by the German Mail from Singapore.

Good wishes accompany Captain Mitchell Taylor, who has proved a popular A.D.C. on his journey home. It is hoped he will return in improved health.

The trial of the three natives charged with murdering a rafter merchant at Yau-mai because he declined to join a guild and employ members of a guild in his shop was concluded before Mr. E. R. Hallifax at the Magistracy yesterday. The defendants were committed for trial at the Criminal Session.

A coolie who gained admittance to a house in Des Voeux Road, presumably by means of a key, and stole a quilt, informed Mr. J. E. Wood at the Magistracy yesterday that he entered the house to shelter from the rain. His Worship doubted the story, and sentenced the defendant to fourteen days' imprisonment and four hours' stocks.

The *Batavia Nieuws van den Dag* calls attention to a singular instance of consular interference with cinematograph shows. It appears that the German Consul at Batavia took offence at a certain film displayed treating lightly of the German army in connection with the war of 1870-71. The result was that the police took measures to control the exhibition of films.

Early yesterday morning a village's dwelling at Hok On was entered by a band of robbers, who departed with jewellery and money valued at \$82. The tenant of the house raised an alarm as the robbers departed, and one of the band was arrested. He was charged before Mr. J. E. Wood at the Magistracy yesterday and sentenced to six months' imprisonment and four hours' stocks.

Rear-Admiral John Hubbard, Commander-in-Chief of the U.S. Asiatic Fleet, has arrived at Woosung with the flagship *Charleston*. Admiral Hubbard was in Shanghai 30 years ago. The *Helena* is also at Woosung. The *Cleveland* and *Villalobos* have gone to Hankow. The *Chattanooga* is soon expected from the South with the *Samar*, and the *New Orleans* is due at Shanghai about May 4th.

During the voyage of the Blue Funnel steamer *Idoneus* from Singapore to Hongkong a Chinese passenger stole from another jewellery, notes and drafts to the value of \$1,655. He was arrested before the steamer's arrival here, and when the vessel entered port was handed over to the Water Police. At the Magistracy yesterday Mr. E. R. Hallifax sentenced the accused to six months' imprisonment and six hours' stocks.

The Maharaja and Maharani of Cooh Behar start for England on May 7th. The Maharani of Mourbhunj will accompany them. The Maharaja of Mourbhunj will proceed via Japan and America, visiting the chief places of interest and the great industrial centres, and will join the party in England. Their Highnesses will be away for about ten months.

Why, asks the *Times of Malaya*, do shareholders neglect to attend the meetings of the companies in which they hold shares? We hear that the meeting of the Ipoh Foundry, Ltd., has had to be postponed owing to the impossibility of getting a quorum, while the annual general meeting of the *Times of Malaya* Press, Ltd., has again been postponed, owing to the great difficulty experienced in collecting the number of shareholders necessary for a quorum.

Another case of larceny by trick was dealt with by Mr. E. R. Hallifax at the Magistracy yesterday. A native entered a piece goods shop at 205, Queen's Road West, purchased a quantity of silk, and requested a fold to carry it to a Chinese boarding-house at which he said he was residing. On arrival at this house the fold was told to wait until the purchaser returned with the cash, but as the accountant of the boarding-house said the purchaser did not stay there, the fold gave him in charge. His Worship sentenced the defendant to two months' imprisonment.

The Royal Engineers on Pulau Brani are to have a new football ground, not because the present one is not good enough, but rather because it is too good—for such a profitless pursuit. The present ground, it may be known, is constructed of many years' dumpings from the smelting works of the Straits Trading Co. Since these were laid down, the company have discovered a new process by which the last ounce of tin may be extracted from the ore, so they have decided to put the football ground through a refining process in order to recover the wealth that they have literally been throwing away. Meantime, the Engineers will disport themselves elsewhere.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of China* left Yokohama at noon on the 3rd inst., for Vancouver and Victoria, B.C.
The *Apex* str. *Catherine Ahearne* from Calcutta, left Singapore on the 4th inst. afternoon, and may be expected here on or about the 9th inst.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

["DAILY PRESS" EXCLUSIVE SERVICE.]

DISASTROUS FIRE IN JAPAN.

Tokyo, May 4th.

Nine-tenths of the town of Aomori, in the North of Hondo Island, has been devastated by fire. Thousands of people are homeless. Damage to the extent of three million yen has been done.

THE SHANGHAI RACES.

FIRST DAY'S RESULTS.

SHANGHAI, May 3rd.

Postponed from Monday morning, the Spring meeting opened on Tuesday in dull and threatening weather, the going being soft and heavy. Before the fifth race started a drizzling rain fell, and this continued until the closing race. Results (in addition to those appearing in yesterday's issue) were as under:

THE JOCKEY CUP—Value, Tls. 250. Second Pony, Tls. 75. Third Pony, Tls. 50. For China Ponies that have never won a Race. Weight for inches as per scale. Subscription Grifflins of this Meeting allowed 5 lbs. To be ridden by Jockeys who have never had more than two winning mounts at Shanghai, Hongkong or Peking. Jockeys, non-winners, allowed 5 lbs.; winners of one Race, weight for inches as per scale; winners of two Races, 7 lbs. extra. Entrance, Tls. 5. One Mile.

Mr. Paignton's Marengo (Mr. Rowe) 1
Mr. Henry's P. M. Off. (Mr. Brady) 2
Mr. Sperry's Buckingham (Mr. Kaiton) 3
Time—2m. 13-3/5 sec.

THE KIANGSU CUP—Value, Tls. 250. Second Pony, Tls. 75. Third Pony, Tls. 50. For China Ponies. Weight for inches as per scale. Jockeys who have never won an Official Race allowed 5 lbs. Entrance, Tls. 5. One Mile and a Quarter.

Mr. Buxey's Spring Rose (Mr. Burkhill) 1
Mr. Dick Turpin's Sagittarius (Mr. Alderton) 2
Mr. F. B. Marshall's Persimmon Tree (Mr. Vida) 3
Time—4m. 08-1/4 sec.

THE ECLIPSE STAKES—Value, Tls. 300. Second Pony, Tls. 100. Third Pony, Tls. 50. For China Ponies, being *bona fide* Grifflins at date of entry. Weight for inches as per scale. Winners of any Race 7 lbs. extra. Jockeys who have never won an Official Race allowed 5 lbs. Entrance, Tls. 5. One Mile and a Quarter.

Mr. Dick Turpin's Viscount (Mr. Springfield) 1
Messrs. Potts and Pirie's Oil King (Mr. Burkhill) 2
Mr. G. D. Court's Warwick (Mr. Daigleish) 3
Time—2m. 54-1/5 sec.

THE CHIRIL CUP—Value, Tls. 200. Second Pony, Tls. 50. Third Pony, Tls. 25. For Subscription Grifflins of this Meeting. Weight for inches as per scale. Winners of the Subscription Grifflin Plate barred. Entrance, Tls. 5. One Mile.

Mr. Beckley's Petros (Mr. Jones) 1
Mr. Barley's Mist (Mr. Vida) 2
Mr. Munia's Cautious (Mr. Lindsay) 3
Time—2m. 19-2/5 sec.

SECOND DAY'S RESULTS.

SHANGHAI, May 4th.

THE CHU-KA-ZA CUP—Value, Tls. 250. Second Pony, Tls. 75. Third Pony, Tls. 50. For China Ponies. Weight for inches as per scale. Winners of a Race at this Meeting 5 lbs. extra. Non-Starters at this Meeting 7 lbs. extra. Jockeys who have never won an Official Race allowed 5 lbs. Entrance, Tls. 5. Three-quarters of a Mile.

Mr. Pash's Marbles (Mr. Alderton) 1
Mr. Argyle's Hawk (Mr. Poulson) 2
Mr. Paignton's Oress (Mr. Rowe) 3
Time—1m. 37-3/5 sec.

THE SHANGHAI DEER—Value, Tls. 750. Second Pony, Tls. 200. Third Pony, Tls. 100. For China Ponies, being *bona fide* Grifflins at date of entry. Weight for inches as per scale. Entrance, Tls. 15. One Mile and a Half.

Mr. Pash's Minstrel (Mr. Alderton) 1
Messrs. Potts and Pirie's Oil King (Mr. Burkhill) 2
Mr. Dick Turpin's Viscount (Mr. Springfield) 3
Time—3m. 31-3/5 sec.

THE MONGOLIAN PLATE—Value, Tls. 200. Second Pony, Tls. 50. Third Pony, Tls. 25. For Subscription Grifflins of this Meeting. Weight for inches as per scale. Winners 7 lbs. extra. Jockeys who have never won an Official Race allowed 5 lbs. Entrance, Tls. 5. One Mile and a Quarter.

Mr. Bewick's Statebank (Mr. Vida) 1
Mr. Munia's Cautious (Mr. Lindsay) 2
Mr. Beckenham's Portmah (Mr. Poulson) 3
Time—3m. 2 sec.

THE RACE CLUB CUP—Value, Tls. 250. Second Pony, Tls. 75. Third Pony, Tls. 50. For China Ponies. Weight for inches as per scale. 5 lbs. allowed to any Pony that has never won a Race of One Mile and a Half or over. Entrance, Tls. 5. Two Miles.

Mr. Dick Turpin's Sagittarius (Mr. Alderton) 1
Mr. Sperry's Buckingham (Mr. Johnston) 2
Dr. R. J. Marshall's Gatwick (Mr. Rowe) 3
Time—4m. 50-2/5 sec.

THE GUARD STAKES—Value, Tls. 250. Second Pony, Tls. 75. Third Pony, Tls. 50. For China Ponies, being *bona fide* Grifflins at date of entry. Weight for inches as per scale. Winners, 7 lbs. extra. Entrance, Tls. 5. One Mile and a Quarter.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[BUTLER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

JAPANESE DEPUTATION AT ROME.

LONDON, May 3rd.

King Victor Emmanuel received in ceremonial audience Prince Fushimi, Baron Oura, and Mr. Takahira, the Japanese Ambassador to Rome, and entertained them most cordially.

Prince Fushimi recalled meeting his Majesty in Russia when he was Crown Prince.

Baron Oura referred to Japan's interest in the International Institute of Agriculture.

THE "OPEN DOOR."

LONDON, May 3rd.

President Taft, speaking at a banquet at Pittsburgh, warmly extolled the policy of Mr. Knox and declared it was the purpose of the administration to maintain the policy of the open door in China as far as possible. "We cannot," he said, "acquiesce in the silent defeat of that policy in actual measures adopted by any of the Governments interested in the Orient."

LIBERAL M.P. UNSEATED.

LONDON, May 3rd.

The petition against the election of Sir Christopher Furness, Liberal M.P. for Hartlepool, has been successful, and that seat has been declared void. The illegalities complained of were committed by his agents.

[Sir Christopher Furness is a great captain of industry in the North of England; head of Furness, Withy, & Co., and the Furness Line of steamers, and connected with shipbuilding, iron, and colliery works which give employment to thousands of men and boys; established the "Furness Pension Fund" of £20,000 for aged seamen; instituted, in 1908, a system of co-partnership in his shipbuilding works; is also a great landowner, though he disposed of over 10,000 acres in Wiltshire in 1909; questions the wisdom of the policy which excludes men of affairs from the headship of State departments; was knighted in 1905.]

FIGHTING IN THE BALKANS.

LONDON, May 4th.

Turgut Pasha reports that in the engagement which took place on the 23rd ultimo the Turkish casualties numbered twelve and the Albanian casualties were estimated at 250. In the fighting at Kachanik Pass the Turkish casualties were 122, while the Albanians had 500 killed and wounded. Further skirmishes took place on Monday.

DEATH OF MR. THOS. ROSE.

Yesterday the sad news was circulated that another old resident in the person of Mr. Thomas I. Rose had passed away. The deceased, who suffered from an affection of the kidneys, underwent an operation ten days ago and was considered to be making satisfactory progress. Unexpectedly a turn for the worse asserted itself yesterday and death took place a few hours later. Mr. Rose, who came to Hongkong over thirty years ago, was associated with the British North Borneo Company, and with Mr. H. L. Dalrymple carried on the Hongkong branch for some years. When the branch was closed, he established himself as a broker, but afterwards joined the Hongkong & Whampoa Dock Company as bookkeeper in 1895, ultimately becoming secretary, a position which he held until last year. On leaving the service of the Dock Company he resumed business as a stock broker. The office of the Stockbrokers' Association was closed yesterday afternoon as a mark of respect. The funeral takes place to-day.

ALLEGED ROBBERY OF OPIUM.

Before Mr. J. R. Wood at the Magistracy yesterday afternoon Mr. H. L. Denny, jun., from the office of the Crown Solicitor, applied on behalf of the Chinese Government for the extradition of a Chinese named Leung Loi on a charge of armed robbery at the market town of Tamsui, in the Hwangshan district. Mr. Denny informed the Court that the rendition of the prisoner was asked for by the Chinese Authorities on a charge of armed robbery which was alleged to have taken place at an opium dealer's firm in Tamsui village. On December 7th six men entered this shop, and after binding the inmates looted the shop and departed with 500 taels of raw opium, a quantity of clothing and ornaments, and \$185 in money. Evidence was called, and the hearing adjourned.

SUPREME COURT.

Wednesday, May 4th.

IN SUMMARY JURISDICTION.
BEFORE HIS HONOUR MR. F. A. HAZELAND (ACTING JUSTICE JUDGE).

DISHONOURED BILL OF EXCHANGE.
Douglas Graham brought action against the Yung Cheong Leong firm as acceptors of a bill of exchange for £10.1.8 and interest at the rate of six per cent. per annum, dated January 15th, and drawn on Messrs. Hills, Marks & Co., payable 60 days after sight to the order of the Chartered Bank of India, Australia and China, and endorsed to plaintiff. The said bill was duly presented to defendants for acceptance on February 9th, and it was accepted by them on that date. The bill was again presented on February 14th, but was dishonoured.

Mr. W. E. L. Shenton (of Messrs. Descon, Looker & Descon), who appeared for the plaintiff, stated that a writ of foreign attachment had been granted on the ground that defendants were attempting to evade the process of the Court, and a debt from the Loong Hing was due to them and had been attached. The Loong Hing had put in a claim as a set-off, and the difference was \$35.77. The speaker put in advertisements published in the *Hongkong Daily Press* and the *Government Gazette* with regard to the writ of foreign attachment. After hearing the evidence, his Lordship ordered judgment for plaintiff on the claim, and ordered that the \$35.77 be paid by the garnishee into Court, and be paid out again to plaintiff.

LOCAL SPORT.

CRICKET.

H.K.C.C. v. COMBINED LEAGUE TEAM.

The following have been selected to represent the combined team in the above match, which will take place on Saturday next, commencing at 2 p.m. sharp, on the former club's ground: R. E. A. Bird (capt.), E. Oliver, Lt. Bagnall, Capt. Garnett, Lt. Anderson, Sergt. Major Power, A. H. Young, Sergt. Edwards, R. Hutchison, Corp. Wynder and A. O. Brown. Reserves—Hose, Bomb, Winkworth and Brett. Umpires—A. E. Sutherland and R. E. Beattie.

INTERPORT SWIMMING.

Almost immediately after the races, says the *Shanghai Mercury*, preparations will be commenced for the forthcoming swimming season, which it is expected will be rendered the more interesting by reason of a visit from Hongkong. Although no official communication has so far been received from the Colony in regard to this return visit, there is private information to hand that the Hongkong men are undergoing hard training in contemplation of this event. It is impossible even to indicate a date when they will be here, but it is confidently anticipated that if present intentions are fulfilled a contest in every respect equal to that at Hongkong last year will take place.

TYPHOON WARNING.

Through the courtesy of the American Consulate-General we publish the following copy of a typhoon warning received at the Consulate: Manila, Observatory, 4:40 p.m.—Cyclone or typhoon north-west of Pelew Islands, moving W. or W. N. W.

BY A LONDON CORRESPONDENT.

A fine Japanese military band is promised; wrestlers' and other athletes will show their prowess, and a very fine array of *gaisa* is promised. Here may be mentioned that the two Hon. Presidents of the Exhibition are H.R.H. the Duke of Connaught and H. J. H. Prince Sadanaru Fushimi, whilst the two Presidents are the Duke of Norfolk and Baron Kanetake Oura.

Two Chinese students who arrived here from

in their room sallied forth to view the sights which the city affords. One preceded the other as they walked along Des Vaux Road grazing at signboards and other sights, and it was not long before the leader was approached by a bird of prey who told him there was some dirt on his shoulder, and offered him a piece of paper to wipe it off. While stretching his right arm over his left shoulder to brush off the dust a native who accompanied the first spokesman succeeded in picking the visitor's pocket, relieving him of \$104.80. Almost immediately the first spokesman was placed on the second student, and he was robbed of \$200. A Chinese detective who was a witness to the robbery, and he promptly arrested the first pickpocket and another man, whom he believed to be a member of the gang. The charge against the first was proved, and he was sentenced to a day in jail. J. C. Wood sentenced him to a month's imprisonment and four hours' solitary. The second defendant was remanded in police custody, as he wished to call witnesses.

LANE, CRAWFORD & CO., LTD.

Mr. DUNNING seconded, and the proposal was adopted.

Among them are many foreigners, some of whom were connected with Prince Eulenstein circles.

Seventy persons have so far been examined. One is the son of a highly-placed police-officer by means of whom the matter was brought to light. He has since received letters threatening him with death.

INGENUOUS LETTERS

the opinion of the oldest sailor I supp-
and I think you had a few stormy d-
with the elections of the new Reichstag.
you not? I am delighted that the German
people have proved conscious of their nation-
al and social situation and that they have
chosen a government which will represent
the interests of the people and not of the
few. I am sure that the new Reichstag
will be able to bring about a more just
and more peaceful world.

"Your motives are unimpeachable and honor you, and still you ought not to have done

of thanks which has been sent by him, the Director of Portland stated that "the Association always regard them with great satisfaction, and feel that it has been greatly honoured by Imperial Japanese Government."

THE 2000-2001 season, the 14th and longest of the

South coast of China between Hongkong and Hainan...	Same as N
--	-----------

CASE SEEMED HOPELESS BUT CUTICURA CURED HER

Charmant and Special Skin Tonic and
Specialties for the Skin are the skin's
lifetime. A. S. Watson & Co., Ltd., Sole

South coast of China between Hongkong and Hainan...	Same as N
--	-----------

Hongkong and Hainan...

Formosa Channel...	fresh.
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South coast of China between Hongkong and Hainan...	Same as N
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Journal of Management Studies, 36(7), 809-826.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 33. Telephone No. 12.

Telegraphic Address: PUNSS CODES: A.B.C. 5th Ed-Liberty's.

NEW ADVERTISEMENTS

NOTICE.

MR. EDWARD HERRICK MCMICHEL is this day admitted to partnership in our Firm. FRAZER & Co. Shanghai, 30th April, 1910. [598]

CANADIAN PACIFIC RAILWAY CO.

DURING my absence from the Colony Mr. HARRY P. THOMAS will have Charge of the Company's Business at this Port. D. W. CRADDOCK, General Traffic Agent. Hongkong, 4th May, 1910. [602]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on Through Bills of Lading to Bangkok, Madras and Mauritius.

THE Steamship

"JAPAN," Captain A. Stewart, will be despatched for the above Ports on SATURDAY, the 7th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd. Agents. Hongkong, 5th May, 1910. [597]

"SHIRE" LINE OF STEAMERS, LTD

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship "MONMOUTHSHIRE," Capt. G. E. Warner, will be despatched as above on or about the 25th inst.

For Freight, or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 5th May, 1910. [599]

NOTICE TO CONSIGNEES. FROM NEW YORK.

THE Steamship "INDRASAMHA," Captain T. B. Evans, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on TUESDAY, the 10th inst., at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents. Hongkong, 4th May, 1910. [600]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "DERFFLINGER," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 9.30 A.M.

All Claims must reach us before the 14th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo: Ex. S.S. "THERAPIA" from Constantinople. Ex. S.S. "DANDALO" from Venice. Ex. S.S. "BURGERMEISTER" from Zantibar.

NORDDEUTSCHER LLOYD, MELBOURNE & Co., General Agents. Hongkong, 3rd May, 1910. [5]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship "JAPAN," having arrived from these Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd., Agents. Hongkong, 4th May, 1910. [597]

NEW ADVERTISEMENT

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. BUTTERFIELD & SWIRE, for the benefit of the concerned, to sell by Public Auction, TO-MORROW (FRIDAY), the 6th May, 1910, at 4 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, LOT No. 1, The Wreck of the Steamship "KWEIYANG," As she now lies on Little Ockeru Island (near AMOY), LOT No. 2, All Cargo remaining on Board on Date of Sale. Full Particulars and conditions of Sale may be obtained from the Undersigned.

Terms—As Usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 5th May, 1910. [603]

PUBLIC COMPANIES

THE CHINESE ENGINEERING AND MINING CO., LIMITED.

NOTICE.

AN INTERIM DIVIDEND OF ONE SHILLING AND SIX PENCE per Share free of tax, on account of year ending 28th February, 1910, has been declared by the Directors of the above Company.

COUPON No. 14 is Payable on the 2nd May, at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA and the RUSSO-CHINESE BANK at Tientsin and Shanghai.

J. S. DOBIE, Agent. Hongkong, 1st May, 1910. [590]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

LOST.

THE SHARE CERTIFICATES No. 2140 for Ten Shares Numbered 42385 to 42394 and No. 2161 for Five Shares Numbered 42395 to 42399 standing in the Register in the name of Joseph BLANZ, Mgr. of Hong Kong having been LOST, NOTICE IS HEREBY GIVEN that unless the said Certificates be produced at the Office of the Company, 5, Queen's Road Central, Victoria, Hongkong, on or before the 22nd day of May, 1910, NEW CERTIFICATES for the said Shares will be issued and the old Certificates will thereafter be held by the Company as Null and Void.

A. SHELLTON HOOPER, Secretary. Hongkong, 22nd April, 1910. [588]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

THE CERTIFICATES Nos. 2795/6 for Ten Shares, \$100 paid up, numbered 5105 to 5110, 5111 to 5115 respectively standing in the Register in the name of Mr. GEORGE CHARLES MOXON, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificates be produced to the Society on or before the 15th July, 1910, NEW CERTIFICATES for the said Shares will be issued, and the old Certificates thereafter be held by the Society as Null and Void.

By Order of the Board of Directors, JAMES WHITTALL, Acting Secretary. Hongkong, 23rd April, 1910. [589]

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a Liquid Food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic. Highly recommended by the local medical profession in cases of DEBILITY after MALARIA, from OVERWORK or other causes, ANEMIA, NERVOUSNESS or DYSPEPSIA. Samples on Application.

SIEMSEN & Co., Agents. Hongkong, 14th December, 1909. [1819]

THE SWATOW DRAWN WORK CO.

MANUFACTURERS of the best quality of Hand-made Drawn Chinese Linen and Grass Cloth. All kinds of Silk of best quality, Canton Embroidery and Chinese Laces from the latest French Patterns.

Hongkong, 25th December, 1909. [1432]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," A.I. A.B.C. and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length	722 feet
Length on Blocks	714 "
Width of Entrance on Top	961 "
Width of Entrance on Bottom	881 "
Water on Blocks at Spring Tide	341 "

DOCK No. 1.

Extreme Length	523 feet
Length on Blocks	513 "
Width of Entrance on Top	88 "
Width of Entrance on Bottom	77 "
Water on Blocks at Spring Tide	61 "

DOCK No. 2.

Extreme Length	371 feet
Length on Blocks	351 "
Width of Entrance on Top	66 "
Width of Entrance on Bottom	53 "
Water on Blocks at Spring Tide	22 "

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

The COMPANY has the powerful steamers "OURA-MARU" (712 tons) 700 I.H.P. specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

The COMPANY has the powerful steamers "OURA-MARU" (712 tons) 700 I.H.P. specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice.

FOR SALE

FOR SALE.

STEAM Launches, Steel Lighters, Wooden Lighters, Steam Cranes (travelling and stationary), Steam Hoists, Lighthouse Pile Driver, Diving Pump and Diesel, Hand Grabs, Captain, Hand Winches, Drilling Pulley, Bolts and Nuts, Hook Bolt, Grind Bolt, Barrel Bolts, Galvanized Spikes, Pile Shoe, Chain Hoists, Iron and Brass Screws, Différance Piles, Rolled Steel Joists, Steel Channels, Corrugated Iron Roofing, Roofing Washers, Angle Iron, Cast Iron Columns (suitable for building construction) White-washing Machines, Canvas Sewing Machine, Patent Fire Escape "WELLS" Light, "KIRSON" Light, Acetylene Lamp, Hand Pump, Theodolite and Levelling Staff, Ronco Duplicator, Comptometer, Telescope (on tripod), Office Desks and Cupboards.

Apply to— HUGHES & HOUGH, Auctioneers. Hongkong, 4th May, 1910. [595]

NOW ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS. PRICE - - - - \$3. DAILY PRESS OFFICE. Hongkong, 21st February, 1910. [316]

FOR SALE.

REMAINING Portions of MARINE R. LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285 EXTENSIVE WATER FRONTAGE, DEEP WATER.

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TO LET.

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TO LET.

OFFICES, Hotel Mansions. Apply to— HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 2nd February, 1910. [151]

TO LET.

No. 3, CANTON VILLAS, Kowloon. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st May, 1910. [325]

TO LET.

No. 49, POTTINGER STREET. Apply to— ARRAATON V. APCAR & Co., 14, Des Voeux Road Central. Hongkong, 22nd April, 1910. [555]

TO LET.

FIRST FLOOR of No. 4, Des Voeux Road, recently vacated by Institution of Engineers and Shipbuilders. In No. 4, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Office. One GODOWN in MASON'S LANE. Apply to— DAVID SASSOON & Co., Ltd. Hongkong, 8th March, 1910. [95]

TO LET.

GODOWN, No. 4, Praya, Kennedy Town. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st May, 1910. [90]

TO LET.

OFFICES in Des Voeux Road, Central. Apply to— Messrs. PERCY SMITH & SETH, 5, Queen's Road. Hongkong, 22nd March, 1910. [440]

TO LET.

KING'S BUILDINGS. OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., LTD. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st May, 1910. [89]

TO LET.

NOS. 19, 23 and 25, SHELLEY STREET, not 5-Roomed Houses. GODOWN D, in DUNDRELL STREET. ONE SMALL GODOWN, in DUNDRELL STREET. A 7-ROOMED HOUSE in MACDONNELL ROAD, (Hongkong), with Garden, from 1st July or earlier. No. 71, WYNDHAM STREET. ROOMS, in No. 15 and 17A, QUEEN'S ROAD CENTRAL, 1st Floor. From 1st May, 1910, No. 4, ICE HOUSE STREET, now in occupation of the Nippon Club. No. 3, DES VOEUX VILLAS, PRAY. Newly done up. Nos. 19 and 23, BELILIOS TERRACE, newly painted and colourwashed, cheap rental. No. 9, BRACONFIELD ARCADE (Shop). BRACONFIELD ARCADE, 1 Room on 1st Floor, suitable for Office. PREMISES at SHAMSHEN, CANTON, lately in occupation of the Canton Kowloon Railway. FOR SALE—TON CHEST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands. Apply to— LYNSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 4th May, 1910. [91]

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No. 4, BARROW TERRACE, Kowloon. Apply to— SPANISH DOMINICAN PROCURATION. Hongkong, 10th March, 1910. [383]

TO LET

TO LET.

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BANKS

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THE BANK OF TAIWAN, LIMITED. (INCORPORATED BY SPECIAL IMPERIAL CHARTER). Capital Subscribed (paid up) Yen 5,000,000. Reserve Fund Yen 1,710,000. HEAD OFFICE: TAIPEI, FORMOSA. BRANCHES AND AGENTS: Amoy, Swatow, Canton, Kobe, Nagasaki, Tokyo, Osaka, Yokohama, Shanghai. HONGKONG OFFICE: 3, DES VOEUX ROAD. Interest allowed on Current Accounts. Deposits received on terms which may be had on application. D. TCHOW, Manager. Hongkong, 9th March, 1910. [591]

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BANKS

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LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SON. THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENT. DIRECTION DER DISCOUNT GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted. A. KOHN, Manager. Hongkong, 4th December, 1907. [22]

THE MERCANTILE BANK OF INDIA, LIMITED. AUTHORIZED CAPITAL £1,500,000. SUBSCRIBED " " " 1,125,000. PAID-UP " " " 1,125,000. RESERVE FUND " " " 285,000.

LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance. For 12 months 4 1/2% per cent. For 6 " 4 " " For 3 " 3 " " EVAN ORRISON, Manager. Hongkong, 26th April, 1910. [21]

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HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 4 1/2% per annum. " " " 3 1/2% " " " 3% " " " TAKAO TAKAMICHI, Manager. Hongkong, 14th March, 1901. [395]

HONGKONG AND SHANGHAI BANKING CORPORATION. PAID-UP CAPITAL " " " \$15,000,000. RESERVE FUNDS:— Sterling \$1,500,000 at 2/6=\$15,000,000. Silver " " " \$15,000,000.

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MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong. No. 22, Museum Road, Corner of Scotch Road, Shanghai. [257]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR," Having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside the ship. Consignees of Goods to be landed at 4th inst. at Consignees' risk and expense. Cargo remaining on board after 4 P.M. of the 4th inst. will be landed at Consignees' risk and expense. No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents. Hongkong, 2nd May, 1910. [586]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamers

"DELHI." Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo:— From London, ex s.s. "China" and "Mooltan." From Calcutta, ex s.s. "Oceana." From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared by the 4th May, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which time they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns. E. A. HEWITT, Superintendent. Hongkong, 28th April, 1910. [1]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR," Having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 9th inst. will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 9.30 A.M. All Claims must reach us before the 15th inst. or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned. NORDDEUTSCHER LLOYD, MELBOURNE & Co., General Agents. Hongkong, 2nd May, 1910. [5]

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-TRADING CO., LTD., who are prepared to supply FRESH COAL straight from the Mines. Steamers load at the Wharves. Quick despatch. Telegrams: "Labuan Labuan." BRADLEY & Co., Agents. Hongkong, 12th August, 1909. [283]

WORLD MISSIONARY CONFERENCE.

IV.

It was complained at the close of the second article in this series that, while a native Christian convert is frequently employed as a translator, he has rarely become the creator of Christian conceptions for his tribe or nation. There is a sense in which a corresponding complaint can scarcely be expressed with regard to the European evangelist. He generally starts at once with the most prepossessing zeal to acquire the dialect of the district in which he is to labour, and he is delighted with the progress that he makes even during the voyage out. But he constantly mistakes the power to speak like a native for the power to think like the native. He also speaks sometimes as though the presentation of the Scriptures in the vernacular to the natives were the crown and completion of all he can hope to do for them. Whereas these things are both the beginning of sorrows and the first-stage of the journey towards success. They are part of a toilsome and often disappointing process consisting in blind effort to probe into the recesses of the native mind as yet in a growing conviction that the Christian message must some day be acknowledged to surpass and utterly supersede all others.

CHRISTIANITY AND NON-CHRISTIANITY.

The World Missionary Conference, then, by reason of the wide area over which its delegates came from ethnically and ecclesiastically, has the chance of initiating an investigation to which the growing enthusiasm for the comparative method in studying religions gives every encouragement. The sort of questions to which an answer is required can be put in untechnical language. Is it true, it would be asked—true absolutely and not merely true for the purposes of the annual meeting of a missionary society—that heathenism means "spiritual destitution" and that Christianity can supply all the needs of the human soul? This is the task which the World Missionary Conference is imposing upon its fourth Commission, which is presided over by Professor D. S. Cairns, the author of a most suggestive study of "Christianity in the Modern World," whose summary of the present investigation is sure to be forcible and stimulating. The plan of operations is simple. The Commission chooses some 200 workers of experience in various corners of the field and asks them to deal out of their personal observation with certain leading inter-religious topics. Do you know, it is asked, that the religion prevalent in your sphere is defective in certain particulars, on the admission of those who hold to it? Does it in any way help its votaries to a working belief in the existence of a Supreme Being and in the immortality of the human soul? Apart from these main topics, are there any lesser elements in the local religion which have their own peculiar value for Christians? Can these be used as a kind of *prolegomena* to Christianity? In fact, the development of the native mission makes it possible to select cases where we can go on to ask an ordained convert, What was it in Christianity that helped to win you over? Admitting that you found in it much that seemed to you foreign and the product of another hemisphere, what elements in it induced you to be patient with the Westernness of it and to win your way to what appeals to all men universally?

Clearly 200 answers to such questions require careful tabulation, and the work of missions would become infinitely more experienced and skillful if these answers could be published in full. But, failing this, the Commission would no doubt subdivide itself to deal with them partly according to localities, partly according to religion. Japan, for instance, would require treatment under the heads of Shinto, Confucianism and Buddhism, of which the last is certainly entitled, and especially the Shinto sect of it, to take rank as a spiritual force from which Christianity may get momentum in its progress among the Japanese. Indeed, there are well-known students, such as the Rev. Arthur Lloyd, who believe that the conception of the "Great Eaving Vow of Amida" may well be of Christian origin. It is therefore not surprising that the modern Western missionary, while confident of the Christian faith, is a student of the religions of the East, and that he is learning to assume an attitude of more courteous respect towards the best elements in Japanese religious conceptions. Subdivision on these lines will enable the Commission to pursue the separate study of Animism, of Chinese and of Japanese religions, of Islam, and of Hinduism, but within the limits of a brief article it is impossible to do more than suggest an instance of the fruitfulness of such an investigation.

AFRICA.

If the instance selected be Africa, the necessity and the difficulty of comparison become still more evident, but they must be faced. Roughly speaking, the two forces to be opposed by Christianity in Africa are Animism and Islam. The natural religion of all the Bantu tribes is animistic; that is, it rests on a firm belief in spirits which because they are capricious must be wheedled and because they are often hostile must be appeased. The animist has little conception of the relation of these spirits to his own spirit, but what he fears—and fear becomes his normal religious condition—is the physical harm they may bring upon his body and his property. Thus Animism may possibly have developed negative effects in moral direction, but the normal experience is that it is associated with low intellectual capacity and that its more obvious features are polygamy and drunkenness. It follows that the attitude of the Christian missionary towards animistic beliefs and practices, which descend to the Bantus from a venerable antiquity, is one beset with peculiar difficulty. What may be called the "points of contact" between the message that he brings and the conceptions that he finds on the spot are not readily discovered. Nevertheless, the strong compassion that sends the missionary to these tribes is an influence in favour of his success in such a discovery. He will find if he seeks with sympathy, and without sympathy he will fail altogether. To take two essentials already mentioned, the Bantu people and animists generally are found to have a belief of varying intensity in effectiveness in a Supreme Being, Creator or Father of all, and a belief in a future existence for the soul. They may hold these at present to very little purpose, by believing that the soul is immortal they may live in perpetual fear of the existent spirit of an older generation, and accepting the existence of a Supreme God they may think only of the fierceness of his wrath; but in cases Christianity can find a foothold if its advances are truly sympathetic.

But what of Islam? It is admittedly the one missionary civil, of Christianity, and the ordinary reader is a little surprised to think of it as spreading itself from Turkey in Europe to India, and from Central Asia to Western Africa; he hardly knows that it has shown powers of adaptation to Hinduistic surroundings and has grafted itself on to the Animism of Java and Sumatra. But its differentiation from more Animism is plain. In spite of its deistic limitations, its insistence on words, and its heathenist eschatology, men are found to gain

spiritual satisfaction from it. This resignation it teaches may be of the fatalistic kind, but a certain sense of peace comes with it; and though, not in itself mystic, there are many who learn how to combine mysticism with it. On the other hand, there is much in the Christian message which excites the hostility of the devout Moslem. His objection to the doctrine of the Trinity, however, can be met by greater care in stating and even restating the Christian belief in the Divine Unity. But what is most important is that of all missionary work the evangelization of Mohammedans calls for patient and prudent training of the workers. It is not sufficient that they should know the Koran. They must know the people whose Bible it is. An assembly constituted as the World Missionary Conference will be able to do much to proclaim the urgent necessity and to suggest the best method of such preparation.

V.

In taking leave of the question of Christianity's proper attitude towards Islam, it was urged that here, above all such cases, there is a call for adequate and appropriate training of the missionary worker. The Gospel should pay its greatest, or its most formidable, opponent the compliment of "sitting down first and taking counsel" whether it is able, with the men it has to meet, that comes against it with many more men. But the question is not one that applies only to Mohammedan missions. We stand now at the end of a rather more than a century of preparation, though by no means adequate, propagation of the Christian message, and what is called the "crisis" of foreign missions to-day stands high up on the list of Christian interests. Even the ordinary observer admits that there is something admirable in the voluntary exile and patient facing of difficulties which mark the evangelist in the foreign field. This recognition testifies to an advance of ideas, but in one respect there has been a distinct standing still, and that is concerned with the equipment of the worker. It is true that we have seen the stages in which ordination for work abroad was regarded as a back-door into the more dignified ministry in the homeland. It is not now lightly assumed that any earnest major woman is qualified, merely by being earnest, for the missionary calling. Many of the organizations responsible for the selection and the commissioning of workers persist that the standard for foreign work must be at least as high as for work at home. But clearly, if the "crisis" is to be taken seriously, a public declaration of the fact that the great difficulties to be met in work abroad, the standard of equipment must be higher; must be more "all round."

THE PREPARATION OF MISSIONARIES.

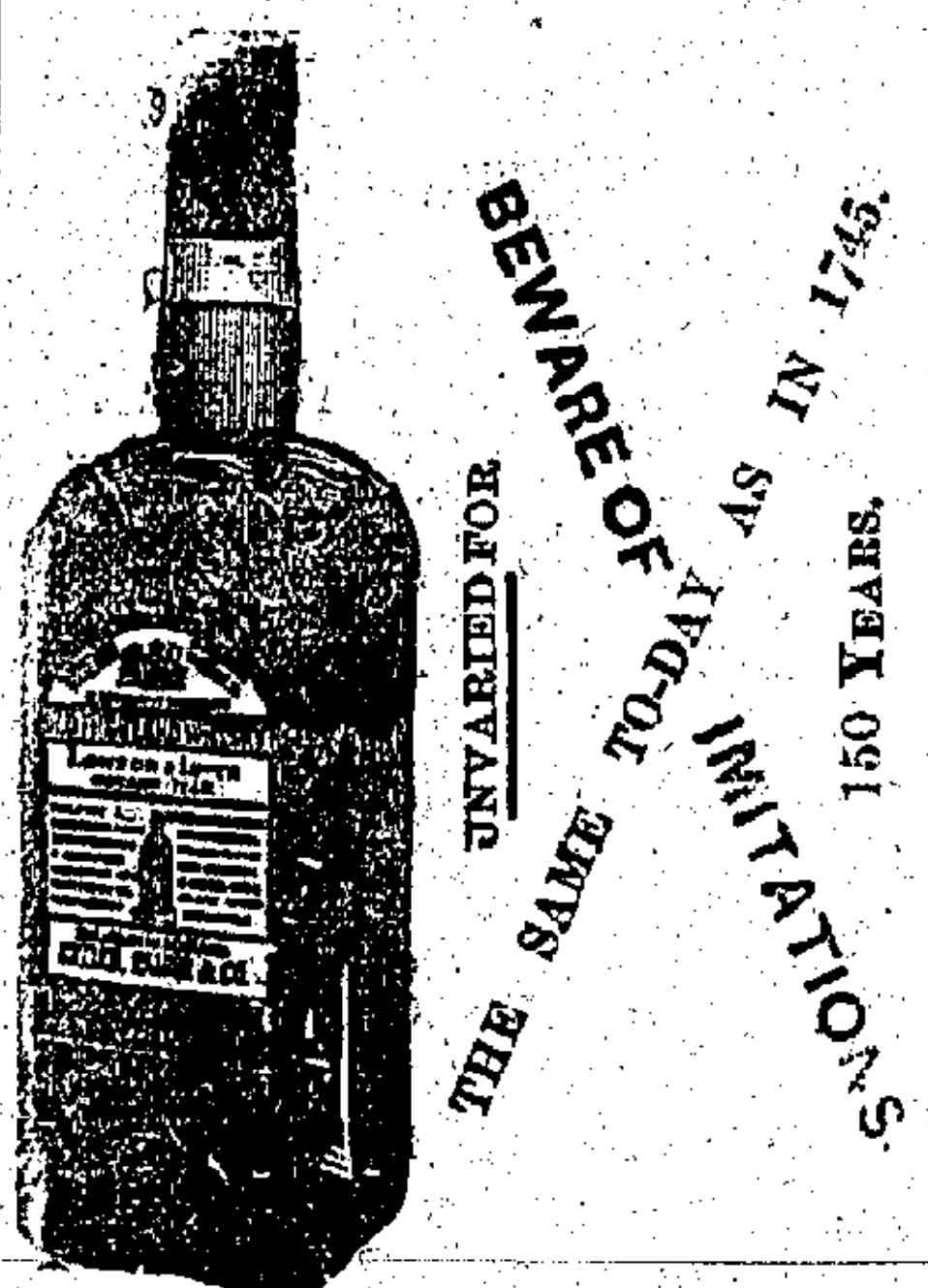
For these reasons the fifth Commission of the World Missionary Conference, whose subject is the Preparation of Missionaries, must not be lightly regarded as if it were only a departmental concern of the various societies. For if the honour of a Western nation is involved either in the standard of behaviour adopted by its sons and daughters as they settle for commerce among distant nations or in the standard of capacity and governance reached by the civilian officials whom it may itself commission, its honour is not less involved in the standard of sympathy and intelligence of linguists, ethnologists and the like, who, by the Christian teaching, go out from its shores. For this reason the national interest attaches to the personnel of the fifth Commission. Its chairman, Dr. Douglas Mackenzie, combines in his own traditions the two interests of missionary zeal and missionary training; for he is President of the Hartford Theological Seminary, U.S.A., and he is the son of John Mackenzie, who half a century ago went out to work among the Makahs of the north of the Zambesi, and afterwards started at Shanghai the Moffat Institution for the training of native evangelists. Among his colleagues are Mrs. Creighton, who is just now serving on the Royal Commission for the University of London, and who may be trusted to emphasize the wisdom of grasping any opportunities that may be given by the nation for the scientific pursuit of Oriental studies; Miss Small, who, as the capable Principal of the Women's Missionary College, Edinburgh, is a standing reminder to the Church of England that there is a serious gap in its official missionary apparatus; and the Rev. H. H. Kelly, who, through the Society of the Sacred Mission at Kelham, has gone far to solve the problem of how men of insufficient means and only elementary education are to be thoroughly equipped for the ministry either abroad or at home. This Commission's plan is, as usual, one of inquiry in the first instance, but it draws upon sources of information not used by the others. It goes to societies and asks them of their plans for examining into the fitness of volunteers. It goes to missionary and other colleges, and asks them what they are doing to prepare workers to be something more than itinerant evangelists with no broader conception of their office than that they may be privileged to win a convert here and a convert there. Do they help their students to state Christianity defensively and to examine religion philosophically? Do they urge in a practical way that, if the study of the moral problems and an insistence on the "moral witness" of the Church are requisites for work at home, there is infinitely more need in the mission-field of men who will be conscious of the broad lines of human development, quick to mark the emergence of social phenomena, anxious not to run counter to the best social forces? As so many of the workers will be engaged in education, do the colleges add instruction in the methods of scientific pedagogy and train their students to be sympathetic anthropologists, ready to observe psychical phenomena and to welcome signs of even the most elementary intellectual development in the native mind?

THE CHANGES OF THE CENTURY.

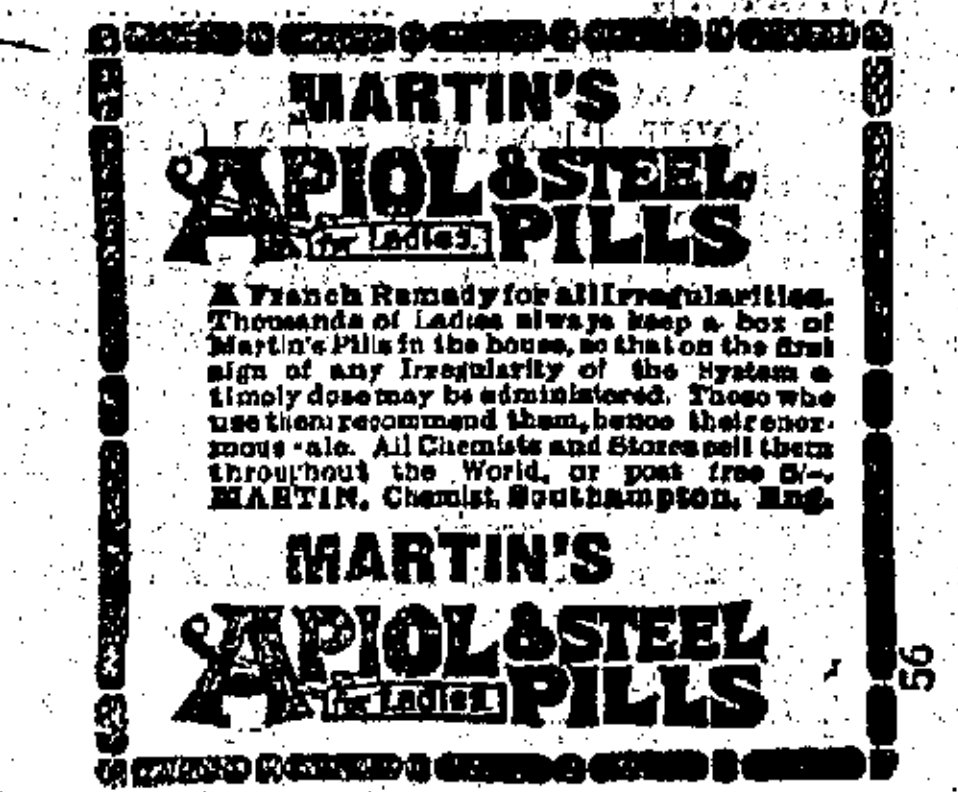
Subjects like these should have always had their place in the preparatory curriculum, but they and others are imperatively called for by reason of the political and social changes that have passed over Africa and the Orient since Krapf's days and Henry Martyn's. The colonizing activities of the great nations of the West are changing the whole character of the pagan world. Tribal organization is disappearing before the "nation" of Africa. China has ceased to be a "nation" only to be met by its responsibility for self-administration on better lines. Japan has come into the company of the Great Powers. India, the scene of a political agitation, is passing through an experiment in constitutional reform. These administrative changes have been accompanied by new educational systems. The West has taught the East to educate; but the Christian divisions of the West have not suggested to the East that religion had better be taught from the classroom. Again, the settled government and the public education which are being extended to the once savage or the long-somnolent peoples of the earth are not unaccompanied with commercial and manufacturing developments. Take the influence of all that the Rand means upon the social conditions of the South African native. Take the industrial progress of Japan, with the inevitable housing problems

that are coming with it. Such things mean a summons to the Christian minister to be ready to avert abuses or provide remedies, and always to maintain that there is another kind of life which does not consist in the abundance of the things that a man either acquires himself or watches others acquire through his toil. All these changes are helping to affect both the morals and the faith of the natives. In morals, it must not be forgotten that if our Western standard is high, we are often represented in the East by Westerners who disastrously renounce it. In religion, the deliberateness of the Christian attack on Oriental beliefs has in some cases caused their adherents to infuse into them some strengthening and purifying elements and to claim that the resultant concoction is more powerful for good than Christianity itself, while those who despair of such a plan are in a multitude of cases giving up the religious problem altogether. Today, then, whatever may have been the case a century ago, there is a call not only for a better supply of workers, but for a supply of better workers—better, not less spiritually than in knowledge of what they will meet and in resourcefulness when they come to meet it. There is a proposal to spend a large sum yearly on a School of Oriental Studies in London. Will the missionary authorities associate themselves with this plan? If not, what more satisfactory expedient can they adopt? They cannot remain inactive.—The Times.

MAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



OLE AGENTS IN HONGKONG: LANE, CRAWFORD & CO., and from ALL WINE MERCHANTS. [46]



VESSLS EXPECTED.

THE FRENCH MAIL. The M.M. str. *Touareg* with French Mail of the 10th ult., and mails from London of the 9th ult., left Singapore on the 2nd inst., at 4 p.m., and is expected to arrive here on Monday, the 9th inst., at daylight, and will leave for Shanghai and Japan on the same afternoon.

THE AMERICAN MAIL. The P.M. str. *Siberia* left Yokohama on the 30th ult., and is due here on the 13th inst.

THE INDIAN MAIL. The Indo-China str. *Kutang* left Calcutta for the Straits and Hongkong on the 28th ult., and is due here on or about the 14th inst.

THE AUSTRALIAN MAIL. The N.Y.K. str. *Kumano Maru* (Australian Line) left Thursday Island for this port via Macao on the 28th ult., and is expected here on the 9th inst.

The E. & A. str. *Empire* left Port Darwin on the 26th ult., for Manila via Timor.

The C.N. Co's. str. *Changsha* left Australia on the 27th ult., and may be expected here on or about the 21st inst.

THE CANADIAN MAIL. The C.P.E. str. *Monteagle* arrived at Nagasaki at 6.30 a.m. on the 3rd inst., and left again at 4 p.m. same day for Shanghai, where she is due to arrive at 6 a.m. on the 5th inst.

THE HAWAIIAN MAIL. The H.A.L. str. *Bongabie* left Singapore on the 29th ult. a.m., and may be expected here to-day.

The Bank Line Ltd.'s str. *Oceano* left Kobe for Moji and Hongkong on the 3rd inst.

The N.G.I. str. *Copri* left Singapore for this port on the 2nd inst., and may be expected here on or about the 8th inst.

The P. & O. str. *Japan* left Singapore for this port on the 3rd inst., at 6 a.m., and is due here on the 8th inst., at about 6 p.m.

The N.Y.K. str. *Iyo Maru* (European Line), left Moji for this port via Shanghai on the 2nd inst., and is expected here on the 9th inst.

The O.S.K. str. *Chitago Maru* from Tacoma, left Moji for this port via Manila on the 29th ult., and is expected to arrive here on or about the 10th inst.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Kobe for this port via Moji and Nagasaki on the 3rd inst., and is expected here on the 10th inst.

The N.Y.K. str. *Pamba Maru* (American Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 2nd inst., and is expected here on the 15th inst.

ARRIVALS AT HOME. May 3rd—*Indien, Kanagawa Maru, Theosus.*

SHIPPING IN PORT.

STEAMERS.

ALINE WORMANN, British str., 1,500, J. Martin, 1st May—Saigon 27th April, General and Rice—Man Fat. ANHUI, British str., 1,250, J. B. Harris, 1st May—Shanghai 28th April, General—Butterfield & Swire. BENAJIDE, British str., 1,958, Tough, 28th April—Karakum 23rd April, Coal—Gibb, Livingston & Co. BUSU MARU, Japanese str., 1,969, S. Masu-moto, 1st May—Moji 28th April, Coal—Mitsui Bussan Kaisha. CHIEHI, British str., 1,142, C. Landberg, 1st May—Saigon 27th April, Rice and Paddy, &c.—Butterfield & Swire. CROISING, German str., 1,021, Bonin, 16th April—Kohsichang 7th and Swatow 15th April, General—Butterfield & Swire. CLARA JENSEN, German str., 1,105, J. Bendixen, 29th April—Hohow 28th April, General—Jensen & Co. CYCLOS, British str., 5,896, H. Haselund, 30th April—Takow (Formosa), 23rd April, General—Butterfield & Swire. DAITA MARU, Japanese str., 1,735, Kobayashi, 17th April—Moji 12th April, Coal—Mitsui Bussan Kaisha. EMPRESS OF INDIA, British str., 5,910, S. Robinson, R.N.R., 29th April—Vancouver, B.C. 7th April, Mails and General—C. P. R. Co. EUBRON, British str., 2,278, C. E. Underwood, 22nd April—Moji 16th April, Coal—Bradley & Co. FAUSANG, British str., 1,410, Malkin, 30th April—Saigon 26th April, Rice and General—Jardine, Matheson & Co. FRI, Norwegian str., 960, Andersen, 30th April—Newchwang 23rd April, Beans—Aagaard, Thoresen & Co. GLENSTAR, British str., 3,054, J. McGilivray, 17th April—Shanghai 11th April, General—Shewan, Thomas & Co. GREGORY APGAR, British str., 2,961, S. H. Robson, 2nd May—Calcutta 16th April, General and Opium—David Sassoon & Co., Ltd. HALDIS, Norwegian str., 1,065, G. Salberg, 19th April—Bangkok 12th April, Rice—Chinese. HANOL, French str., 733, J. Fumier, 26th April—Kwang Cheong Wan 22nd April, General—A. R. Marly. HINSANG, British str., 1,556, A. G. Smith, 1st May—Hongay 28th April, Coal—Jardine, Matheson & Co. HONGKONG, French str., 742, A. Cornelissen, 2nd May—Haitong and Hailow 1st May, General—A. R. Marly. HONGKONG, British str., 2,555, R. S. Bainbridge, 24th April—Singapore 18th April, General—Joo Teok Seng. HONG WAI I, British str., 2,060, Haimsworth, 29th April—Singapore 24th April, General—Chinese. HSING SHUN, Chinese str., 803, Markussen, 26th April—Wakamatsu 19th April, Coal—Mitsui Bussan Kaisha. HUTCHIN, British str., 1,228, E. Forsyth, 30th April—Tientsin 24th April, General—Butterfield & Swire. JOHANN, German str., 952, M. J. Reid, 17th April—Saigon 13th April, Rice—Jensen & Co. KWANGLEE, Chinese str., 1,468, Lincoln, 2nd May—Shanghai 29th April, General—C. M. S. N. Co. LINAN, British str., 1,552, C. C. Williams, 27th April—Shanghai 24th April, General—Butterfield & Swire. LOOSER, German str., 2,240, G. Schmitz, 30th April—Bangkok and Kohsichang, Rice—Butterfield & Swire. MATTHIES, German str., 831, Carl Uldorff, 30th April—Pakhoff and Hailow 29th April, General and Pies—Jensen & Co. MAUSANG, British str., 1,644, G. S. Weigall, 26th April—Sandakan 20th April, Timber and General—Jardine, Matheson & Co. MEIKIAN, French str., 2,959, Doriot, 25th April—Atsuiy, 1st March, General—Messageries Maritimes. MONTROSE, British str., 2,884, E. Glegg, 21st April—Yokohama 12th April, Coal—Doddwell & Co. NIPPON MARU, Japanese str., 4,452, H. S. Smith, 3rd May—San Francisco 5th April, Mails and General—Toyo Kisen Kaisha. NORD, British str., 1,109, Paynter, 24th April—Singapore 17th April, General—Geo. McRobbin. NINHO, British str., 1,228, Pichard, 2nd May—Saigon 28th April, General—Butterfield & Swire. ONSANG, British str., 1,787, E. J. Buller, 28th April—Hongay 26th April, Coal—Jardine, Matheson & Co. PEIHO, German str., 745, Vahsel, 22nd April—Karatti Island 15th April, General—Hamburg-America Linie. PHRANGANG, German str., 1,026, van Mangoldt, 2nd April—Bangkok and Kohsichang 22nd April, Rice and Mail—Butterfield & Swire. PITANULOK, German str., 1,273, D. Reimers, 29th April—Bangkok 20th and Swatow 28th April, Rice—Butterfield & Swire. PRUTH, British str., 2,867, Gasson, 3rd May—Daly 27th April, Beans—Order. RIVER CLYDE, British str., 2,526, John Keir, 1st May—Manila 28th April, General—Doddwell & Co. SHANGAI MARU, Japanese str., 2,064, K. Nagata, 28th April—Karakum 21st April, Coal—Ataka & Co. SHANTUNG, British str., 1,835, Robinson, 20th April—Souabaya 6th April, Sugar—Butterfield & Swire. SINGAO, British str., 1,215, F. Jamieson, 18th April—Haiphong 16th April, General—Butterfield & Swire. SUISANG, British str., 1,617, M. Pitkell, 20th April—Chingwang 13th April, Coal—Jardine, Matheson & Co. SUTRA VAN, LAKOWAN, Dutch str., 2,308, Legay, 2nd April—Singapore 15th April, Oil—Asiatic Petroleum Co. SUTOKIANG, British str., 987, H. A. Harde, 25th April—Hilo 21st April, Spain Wood and Sugar—Butterfield & Swire. TATIKI, Dutch str., 2,470, A. W. Le Koog, 3rd May—Japan, Moji 18th April—Coal and General—Yama-China-Japan Line. TSURUBOAN MARU, Japanese str., 2,559, U. Nagata, 20th April—Moji 15th April, Coal—Mitsui Bussan Kaisha. ULV, Norwegian str., 885, J. Pedersen, 29th April—Diarm and Newchwang 22nd April, Beans—Aagaard, Thoresen & Co. UNION, American str., 1,284, Y. Casanova, 23rd April—Manila 19th April, Sugar—Barthou.

WAKAMATSU MARU, Japanese str., 2,776, U. Akawa, 22nd April—Wakamatsu 17th April, Coal—Mitsui Bussan Kaisha. WONGKOR, German str., 1,115, H. Heubner, 30th April—Bangkok 24th April, General—N.D.L. YUENHANG, British str., 1,123, P. H. Rolfe, 2nd May—Manila 30th April, General—Jardine, Matheson & Co. ZAPITO, British str., 1,618, R. Rodger, 26th May—Manila 30th April, Sugar and General—Shewan, Thomas & Co.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG COLOMBO, PORT SAID and MARSEILLES	SARDINIA Capt. C. C. Talbot, R.N.R.	10 A.M., 5th May	Freight and Passage.
MOJI, KOBE and YOKO- HAMA	JAPAN Capt. W. B. Palmer, R.N.R.	About 7th May	Freight and Passage.
SHANGHAI	DEVANHA Capt. Powell	About 12th May	Freight and Passage.
LONDON via USUAL PORTS DELI	DELHI Capt. G. W. Gordon, R.N.R.	Noon, 14th May	See Special of CALL.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 4th May, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HANGKOW	FOOCHOW	On 5th May, 10 A.M.
SHANGHAI	ANHUI	On 5th May, 4 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN	HUICHOW	On 6th May, 4 P.M.
HAIPHONG	SINGAN	On 7th May, 10 A.M.
SAIGON	NINGPO	On 7th May, Noon
SHANGHAI	CHINHUA	On 8th May, 10 A.M.
MANILA	TEAN	On 10th May, 3 P.M.
SHANGHAI	CHENAN	On 12th May, 4 P.M.
SHANGHAI	LINAN	On 15th May, 10 P.M.
MANILA	TAMING	On 17th May, 3 P.M.
MANILA, ZAMBOANGA, THURS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY & MELBOURNE	CHANGSHA	On 26th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

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THROUGHOUT AND ELECTRIC FANS in the State-rooms. A duly qualified Surgeon is carried.
REDUCED FARES, Cargo booked through for all Australian, New Zealand and
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"CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout
and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai
direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze
and Northern China Ports.N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY
Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY
Night.These Steamers Load Passengers in Shanghai, avoiding the inconvenience of
transshipment at Woosung.FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36.
For Freight or Passage apply to— BUTTERFIELD & SWIRE,
Hongkong, 5th May, 1910. AGENTS. 10

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HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON
THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS
PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN," Capt. J. S. Rosch	SWATOW, AMOY and FOOCHOW.	FRIDAY, 6th May, at 10 A.M.
"HAIMUN," Capt. Evans	SWATOW	SUNDAY, 8th May, at 10 A.M.
"HAIYANG," Capt. A. E. Hodgins	SWATOW, AMOY and FOOCHOW.	TUESDAY, 10th May, at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL
ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR
BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
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Hongkong, 5th May, 1910.

EAST ASIATIC CO., LD.

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RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
HONGKOW, SINGAPORE and KOBE	"CANTON"	Middle of May.
MARSEILLES, COPENHAGEN and GOTHENBURG	"PEKING"	On 26th May.

For Further Particulars apply to

MELCHERS & CO.,
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Hongkong, 4th May, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SANDAKAN	"MAUSANG"	Friday, 6th May, Noon.
MANILA	"YUENSANG"	Friday, 6th May, 4 P.M.
SHANGHAI	"HANGSANG"	Saturday, 7th May, Noon.
SINGAPORE	"HINSANG"	Saturday, 7th May, Noon.
TIENTSIN	"CHONGSHING"	Monday, 10th May, Noon.
MANILA	"LOONGSANG"	Friday, 13th May, 4 P.M.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 17th May, Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Wednesday, 18th May, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.

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with Electric Light.

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For Freight or Passage, apply to— JARDINE, MATHESON & Co., LTD.,
Hongkong, 5th May, 1910. GENERAL MANAGER 14

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

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HONOLULU, MANZANILLO AND BALINA CRUZ (Mexico).

1910.

S.S. HONGKONG MARU	11,900 tons gross	Sail June 25th, at Noon.
S.S. KIYO MARU	17,200 "	Aug. 24th, at Noon.
S.S. BUYO MARU	10,500 "	Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,900 "	Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO and PORT SAID	IYO MARU Capt. R. Takada, HIRANO MARU Capt. H. Eraser, TANGO MARU Capt. A. Christensen,	7,000 9,000 8,000	WEDNESDAY, 11th May at Daylight WEDNESDAY, 25th May, at Daylight WEDNESDAY, 8th June, at Daylight.

VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Hordahl,	7,000	SATURDAY, 21st May, from Kobe.
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VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and SHIMIZU YOKOHAMA	TAMBA MARU Capt. K. Sato, AWA MARU Capt. S. Ishikawa,	7,000 7,000	TUESDAY, 24th May, at Noon. TUESDAY, 21st June, at Noon.
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SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi, KUMANO MARU Capt. M. Winkler,	6,000 6,000	FRIDAY, 13th May, at Noon. FRIDAY, 10th June, at Noon.
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DALNY, NAGASAKI, MOJI, KOBE and YOKOHAMA	KAWACHI MARU Capt. H. Petersen,	7,000	THURSDAY, 6th May.
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NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler,	6,000	WEDNESDAY, 11th May, at Noon.
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SHANGHAI, MOJI and KOBE	COLOMBO MARU Capt. E. Combes,	5,000	WEDNESDAY, 11th May.
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KOBE and YOKOHAMA	KAMO MARU Capt. F. L. Sommer,	9,000	THURSDAY, 12th May, at Noon.
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BOMBAY via SINGAPORE and COLOMBO	WAKASA MARU Capt. M. Nielsen,	7,000	TUESDAY, 17th May.
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CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

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† Through Passenger Tickets issued to the Principal Cities in the United States,
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For further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

Hongkong, 6th May, 1910. MANAGER. 13-125

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFRO	2540	R. Rodger	Manila	On 7th May, Noon.
RUBI	2540	A. Fraser	Manila	On 14th May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
General Managers. 12

HAMBURG-AMERIKA LINIE

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Levantine, Black Sea and Baltic Ports,
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Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMeward.

OUTWARD.	FOR HAVRE & HAMBURG.
FOR SHANGHAI, KOBE & YOKOHAMA:	S.S. ANDALUSIA ... 13th May.
S.S. SENEGAMBIA ... 6th May.	FOR HAVRE & HAMBURG:
S.S. SUEVIA ... 18th May.	S.S. SILEZIA ... 22nd May.
S.S. WESTPHALIA ... 2nd June.	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. ARABIA ... 15th June.	S.S. BELGHAVIA ... About beg. of June
S.S. SCANDIA ... 30th June.	FOR HAVRE & HAMBURG:
S.S. SEGOVIA ... 13th July.	S.S. SENEGAMBIA ... 10th June.
S.S. SAXONIA ... 28th July.	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SLAVONIA ... 10th Aug.	S.S. SILVIA ... About mid. of June.
	FOR NEW YORK AND BOSTON:
	S.S. ARAGONIA ... 19th May.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 5th May, 1910.

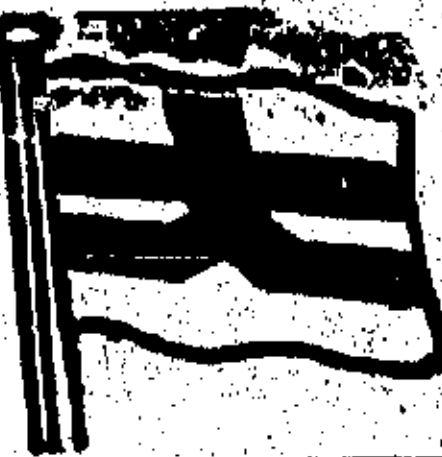
Hongkong Office. 11

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND
RAILWAY, and
THE CHICAGO, MINN., WAUKEGEE and ST. PAUL RAILWAY.
(The only direct trans-Pacific service, without transshipment, also shortest
and fastest route from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
TACOMA via KEELUNG, MOJI, KOBE and YOKO- HAMA	"CHICAGO MARU" Capt. I. Goto, "TACOMA MARU" Capt. H. Yamamoto	6,182 6,178	WEDNESDAY, 18th May, at Noon WEDNESDAY, 15th June, at Noon

The Co.'s Newly Built Steamers have fast speed. Superior accommodation for storage
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention
given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMSAI via SWATOW & AMOY	"DAIGI MARU" Capt. M. MURAYAMA	SUNDAY, 8th May, at 10 A.M.
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. Y. YAMAMOTO	WEDNESDAY, 11th May, at 10 A.M.

SHANGHAI via SWATOW,
AMOY & FOOCHOW"BUJUN MARU"
Capt. Y. FUSENOTHURSDAY, 12th May
at 8 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class
Cabins AMIDSHIP.For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local
Branch Office, at Second Floor, No. 1, Queen's Buildings.T. ARIMA,
MANAGER

[577]

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-
SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION
PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBI-
TION OF 1910.

Head Office for the Far East:— Japan Office.

16, DES VUEX ROAD. 32, WATER STREET

7591 HONGKONG. YOKOHAMA.

"THE BEER THAT'S BREWED TO SUIT THE CLIMATE."

O. B. BEER

GUARANTEED ABSOLUTELY PURE.

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST
SCIENTIFIC METHODS.

\$12.00 PER CASE.

THE BEST AND MOST WHOLESOME TONIC IS

BOCK BEER

TAKEN WITH YOUR MEALS

\$14.00 PER CASE.

FROM YOUR DEALER OR FROM THE

ORIENTAL BREWERY, LTD.,

55 & 57, DES VUEX ROAD.

[537]

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG

COLOMBO, BOMBAY, KARACHI

ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZILS

to FRENCH GUIAN, RED SEA, BLACK

SEA, LEVANT, VENICE, and

ADRIATIC PORTS).

THE COMPANY'S Steamship

"CHINA" 6000 Tons,

Captain G. Bergugian, will be despatched as

above on FRIDAY, the 27th May.

This Steamer has splendid accommodation for

passengers, electric light, electric fan in all

cabins, and carries a doctor and stewards.

For information as to Passage and Freight

apply to

SANDER, WISLER & Co.,

Agents,

Princes' Buildings.

Hongkong, 2nd May, 1910. [5]

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR

COAST).

PROPOSED SAILINGS FROM HONGKONG.

For NEW YORK

"SURUGA" About 31st May.

For Freight and further information, apply to

DODWELL & Co., LTD.,

Agents. Hongkong, 26th April, 1910. [566]

NOTICES TO CONSIGNEES

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR,"

Captain S. H. Beller, will be despatched for the

above Ports TO-MORROW, the 6th May,

at Noon.

This Steamer has superior accommodation

for passengers, is installed throughout with

Electric Light and carries a duly certified

Doctor.

RETURN TOURS TO JAPAN.

(Occupying 20 Days).

Return tickets are available by the Indo-

China Steam Navigation Co.'s Steamers.

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

Vessel.

Singapore, Penang and Colombo	Sardinia	Thursday,	5th,	9.00 A M
Hongkong	Kochoo	Thursday,	5th,	9.00 A M
Swatow	Clara Joben	Thursday,	5th,	11.00 A M
Fort Bayard, Hoihow, Pakhoi and Haiphong	Hanoi	Thursday,	5th,	11.00 A M
Haiphong	Hongkong	Thursday,	5th,	11.00 A M
Macao	Sui Tai	Thursday,	5th,	1.15 P M
Fort Bayard	Sui Cheong	Thursday,	5th,	2.00 P M
Shanghai	Anhui	Thursday,	5th,	3.00 P M
Moji, Kobe, Yokohama, Victoria, Vancouver	River Clyde	Friday,	6th,	9.00 A M
Swatow, Amoy and Foochow	Haitan	Friday,	6th,	9.00 A M
Sadakan	Manung	Friday,	6th,	11.00 A M
Batavia, Cheribon, Samarang, and Sourabaya	Typhoon	Friday,	6th,	11.00 A M
Shanghai, Kobe and Moji	Gregory	Friday,	6th,	11.00 A M
Macao	Sui Tai	Friday,	6th,	1.15 P M
Manila	Yuenang	Friday,	6th,	3.00 P M
Wahaiwei, Cebu and Tientsin	Rutechow	Friday,	6th,	3.00 P M
Saigon	Ningpo	Saturday,	7th,	11.00 A M
Singapore, Penang and Calcutta	Japan	Saturday,	7th,	11.00 A M
Shanghai	Hongkong	Saturday,	7th,	11.00 A M
Manila	Zaire	Saturday,	7th,	11.00 A M
Singapore	Hsinang	Saturday,	7th,	11.00 A M
	Sui Tai	Saturday,	7th,	1.15 P M

VISITORS AT HOTELS

KING EDWARD HOTEL.	
Mr. E. Archbutt	Mrs. Lemquet
Mrs. Murray Bain	Mrs. M. Leslie
Mr. H. E. Bain	Mr. E. Lamb
Mr. N. K. Bain	Mrs. E. L. Mansell
Mrs. M. T. Baird	Mrs. Stanton
Mr. & Mrs. L. W. Barry	Mr. R. E. C. Master
Mr. & Mrs. H. Blanchflower	Sir. & Mrs. Marles
Dr. E. Clark	Cliff. H. N. Mody
Mr. F. C. Cox	Mrs. Mulder
Mr. Cruz	Mr. J. D. Murray
Mrs. M. David	Mr. & Mrs. W. W. Niskala
Mrs. K. Delvalle	Mr. H. Olstad
Mr. A. F. Fyfe	Mr. Packer
Capt. Dixon	Capt. and Mrs. W. C. Pasmore
Mr. H. G. Fisher	Mr. D. Percobals
Mr. G. M. Hay	Mr. E. Biggs
Mr. A. Hirsink	Mr. C. J. John Rothschild
Mr. C. C. Hilday	Mrs. Schart
Mr. E. F. Holliday	Mr. W. E. L. Shenton
Mr. J. J. Jrummond	Mr. E. E. Smith
Mr. Kennedy	Mr. & Mrs. A. Scott
Misses K. J. Kennedy	

From May 5th to 11th 1930

FROM MAY 24 TO JULY 24.									
HIGH WATER.					LOW WATER.				
Day of Week.	Day of Month.	Hour from Mean Time.	Height.		Hour from Mean Time.	Height.		ft.	in.
Thurs.	5	7 16 a	4.6	m	0 23	1.2	m	1.2	0
Fri.	6	7 16 a	4.5	m	1 0	1.1	m	1.1	0
Sat.	7	7 19 a	4.5	m	1 4	1.0	m	1.0	0
Sun.	8	8 20 a	4.6	m	2 6	1.1	m	1.1	0
Mon.	9	8 22	4.6	m	2 46	1.0	m	1.0	0
Tues.	10	10 17 a	4.7	m	3 15	0.9	m	0.9	0
Wed.	11	11 10 a	4.7	m	4 7 a	0.8	m	0.8	0
		10 4	5.1	m	5 17 a	0.9	m	0.9	0

REGISTER.

Hongkong Observatory, May 4th.			
	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.81	29.07	29.90
Temperature	88	77	76
Humidity	72	92	93
Wind Direction	8	2	E
Force	1	1	3
Weather	0	0	op
Rain	0	0.19	

BOUND VOLUMES of the **HONGKONG WEEKLY PRESS**, July to December 1909. With INDEX. Price \$7.50. On sale at the "**HONGKONG DAILY PRESS**" Office. **Hongkong, 29th January, 1910.**

FROM ALL TOBACCONISTS.



HONGKONG, MAY 4TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA TIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$970, sellers
National Bank of China, Limited	99,925	£7	£6	\$91.10.
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$110, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$114, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$2, sellers
China Provident, Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$23, sales
200,000		\$10	\$10	
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 137.
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 70	Tls. 70	\$64, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 15	Tls. 15	Tls. 61.
Laon-Kung-Mow C. Spin. & Weav. Co., Ltd.	9,000	Tls. 100	Tls. 100	Tls. 70.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 300.
Dairy Farm Company, Limited	40,000	\$7½	\$6	\$19, buyers
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$59, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$60, buyers
New Amoy Dock Co., Limited	10,000	\$52	\$52	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 123.
Leawick & Co., Limited	18,000	\$25	\$25	\$10, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$7½, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$205.
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$20, r.d. sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$107½.
Hongkong Ice Company, Limited	8,000	\$25	\$25	\$33½.
Hongkong Rope Manufacturing Co., Limited	5,000	\$25	all	\$169, sellers
60,000		\$10	all	\$21½, sellers
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$172½, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$112, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$87½.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$342½, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115, sellers
Union Insurance Society, Limited	12,400	\$250	\$100	\$850, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$230.
LAND AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$103, sal. & s.
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$23, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$29, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 60	Tls. 50	Tls. 111.
West Point Building Co., Ltd.	12,500	\$50	\$50	\$40, sal. & rel.
MINING.				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$625, buyers
Road Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$34, buyers
25,000		\$10	all	\$16, buyers
Peak Tramways Co., Limited	75,000	\$10	\$10	\$11½, buyers
Philippine Co., Limited	75,000	\$10	\$10	\$11, buyers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$178.
Lunzon Sugar Refining Co., Limited	7,000	\$100	all	\$29, sellers
4,000		\$50	\$50	\$80, sellers
Robinson Piano Co., Limited	...	...	...	...
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$81, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$4, sales
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$30, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref. 60,000 def.	45 all	70 94	1/10m 26.
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$26, sellers
Star Ferry Company, Limited	10,000	\$10	\$10	\$14½, sellers
South China Morning Post, Limited	10,000	\$5	\$5	\$25, buyers
Steam Laundry Company, Limited	6,000	\$5	\$5	\$5, buyers
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$5, sellers
Watkins, Limited	10,000	\$10	\$10	\$34, sales
S. Watson & Co., Limited	90,000	\$10	\$10	\$64, buyers
Weissmann, Limited	3,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordg. 100 fides	\$10	\$10	\$300.
Union Waterboat Co., Limited	50,000	\$10	\$10	\$9, sellers
RUBBERS.				
Singapore and Johore	...	...	...	\$22 (Str.)
Balgownie	...	...	...	\$22 (Sta.)
Pegohs	...	...	...	\$58 (Sta.)
Alipara	...	...	...	7½.
Anglo-Malays	...	...	...	21/6 r.d.
Castledelfs, fully paid	...	...	...	170/4.
Damanaras	...	...	...	160/.
Highlands and Lowlands	...	...	...	11/- prem.
Kamunings	...	...	...	210/.
Kuala Lumpur	...	...	...	100/.
Ledbury's	...	...	...	65/6.
Linggis	...	...	...	40/.
Seppings	...	...	...	65/.
Shedford	...	...	...	210/.
Sungei Kapar	...	...	...	120/.
United Serdangs	...	...	...	100/.
Bukit Kajangs	...	...	...	31/- prem.
Eastern and International	...	...	...	8/.
London Ventures	18/-
Sumatra Paras	8/6.
Mesdamans	100/.
Batu Tigas

OPIDM.

CLARETS—AND COGNACS.

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